

# Wellington City Cycleways Engagement Approach

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**Paul Barker**

**Network Improvements Manager**

**Absolutely Positively**  
**Wellington City Council**  
Me Heke Ki Pōneke

# Why would Wellington invest ?

Wellington is a more sustainable, liveable and attractive city

25%

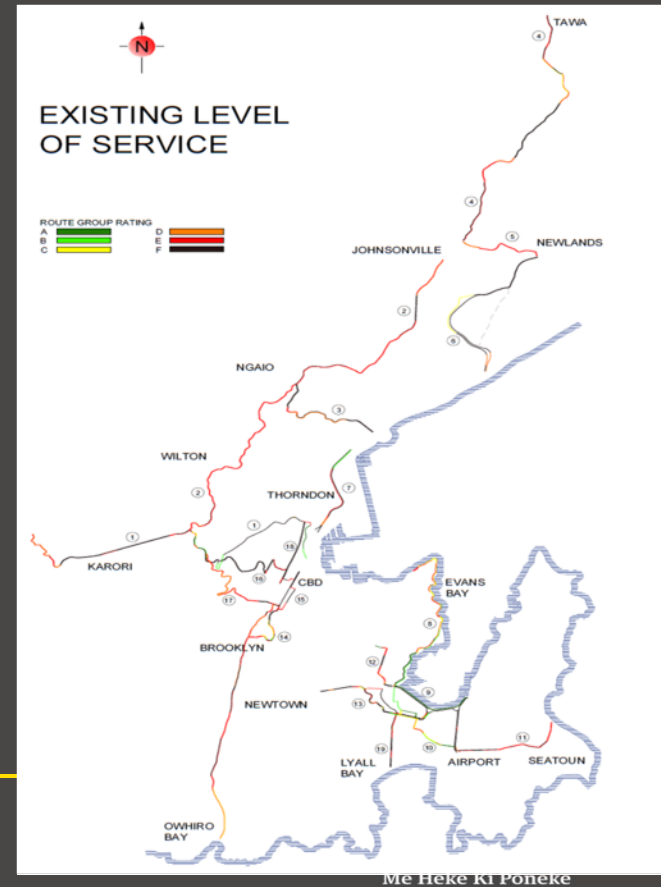
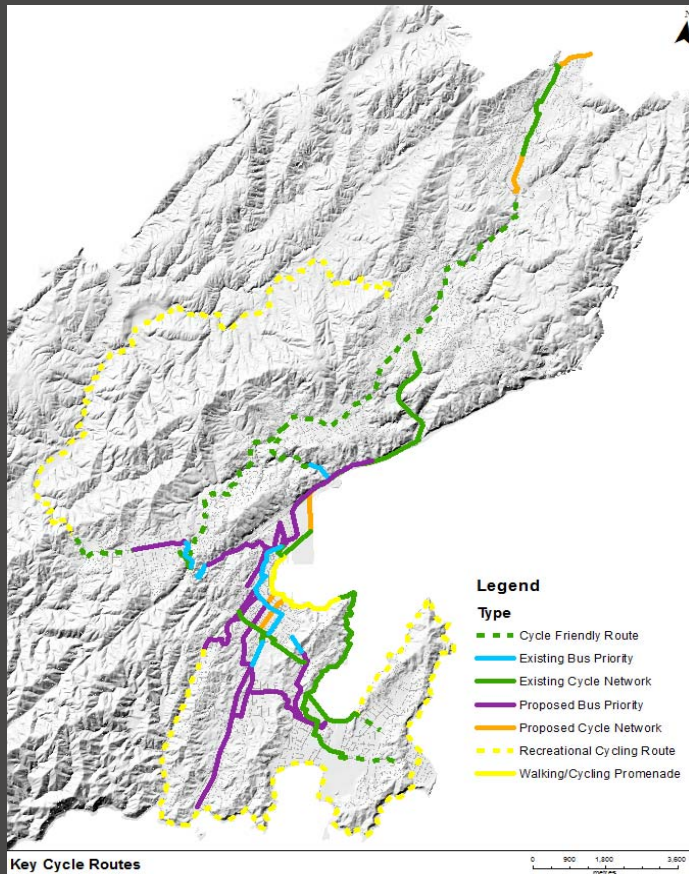
Greater transport network efficiency, effectiveness and resilience

45%

Improved safety for people on bikes

30%

# Where to Invest ?



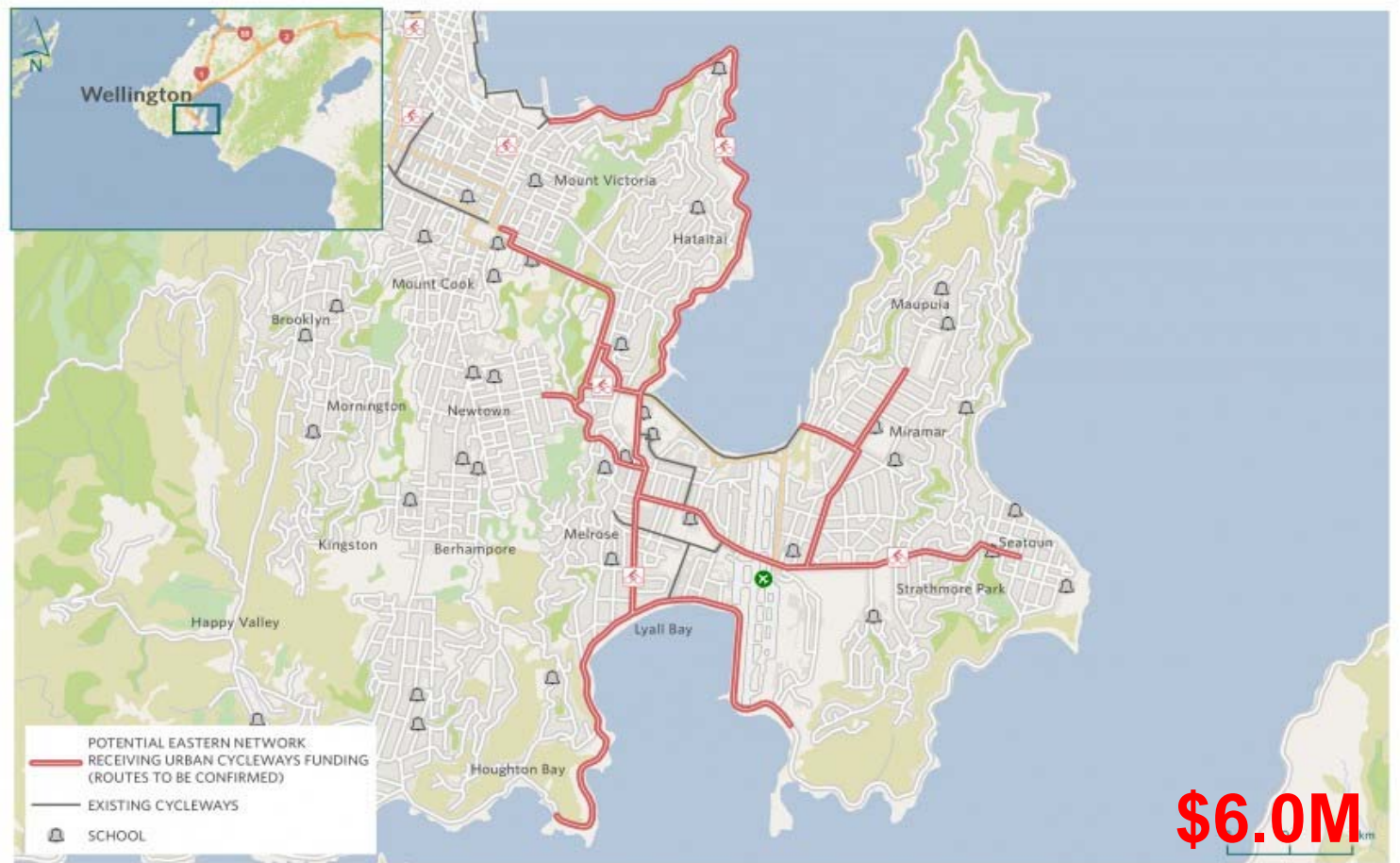
# Urban Cycleway Programme 2015-2018

2015-2018	NLTP	UCP	WCC	Total
Ngauranga to CBD	\$2,880	\$3,000	\$3,120	<b>9,000</b>
CBD Package	\$4,320	\$4,500	\$4,680	<b>\$13,500</b>
Eastern Package	\$1,920	\$2,000	\$2,080	<b>\$6,000</b>
Island Bay	\$720		\$780	<b>\$1,500</b>
Minor Works	\$2,277		\$2,467	<b>\$4,745</b>
<b>Total</b>	<b>\$12,117</b>	<b>\$9,500</b>	<b>\$13,127</b>	<b>\$34,745</b>

# Hutt

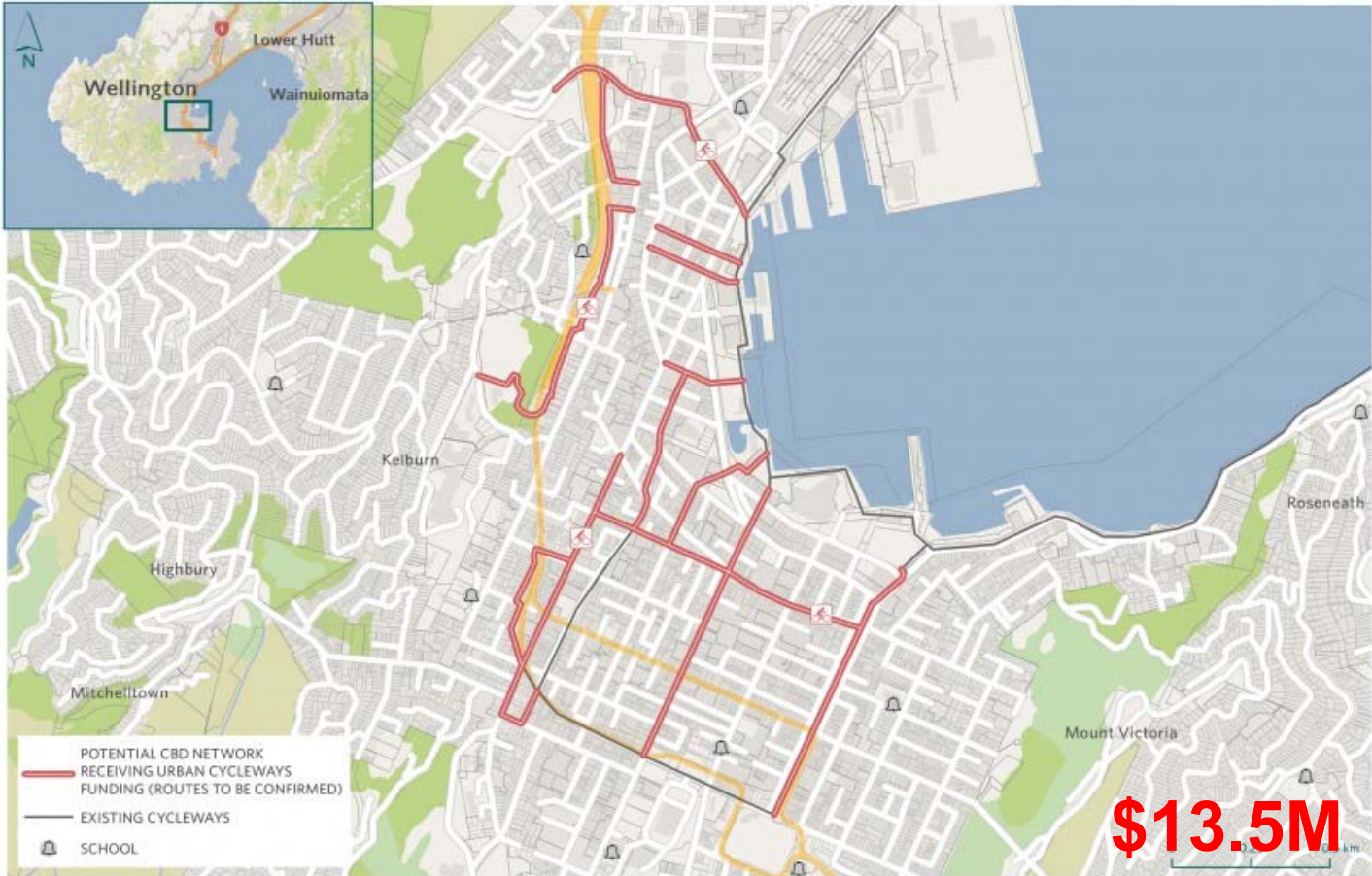


# Eastern



Urban Cycleways Funded Projects in Wellington East

# Central Area



Urban Cycleways Funded Projects in Wellington CBD

# Best laid plans

## Basin Bridge

## Island Bay

### Basin Reserve flyover project killed off by the High Court

Michael Forbes · 16:10, Aug 21 2015



87% SAY PUT IT BACK AS IT WAS !!  
WHAT ARE YOU WAITING FOR ?



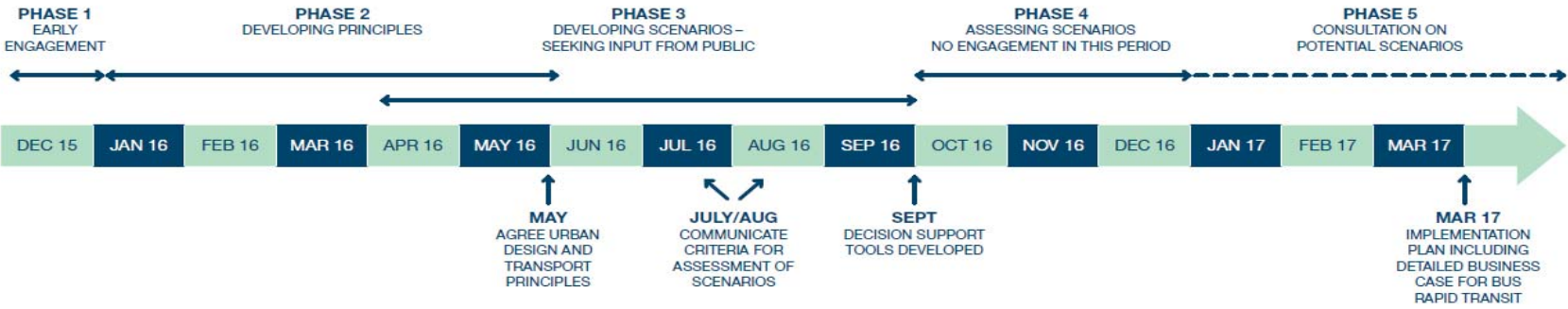
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# TIMELINE



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**#getwellymoving**

# Review of Programme

The review was prompted following recent public reaction to some cycleway developments. Morrison Low Management Consultants undertook the review.

The terms of reference for the review were to consider:

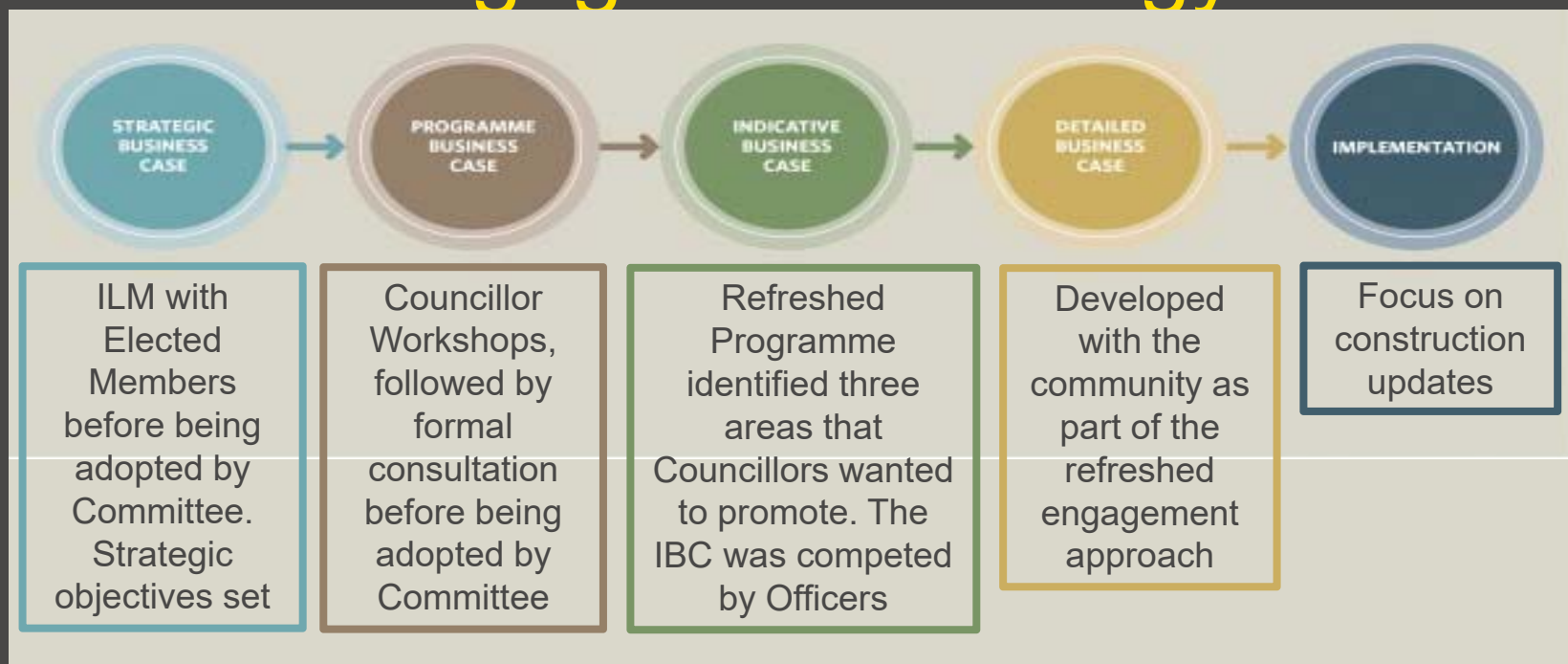
- the risks of the Urban Cycleways Programme
- the specific risks and opportunities in relation to individual projects within the programme
- the governance arrangements for the programme
- whether there is the appropriate capability and capacity to lead and deliver the programme
- if there can be any modifications or different phasing of the programme
- what options there are to reallocate funding in the event of non-delivery by 30 June 2018
- any relevant matters that need to be addressed in order to support the successful delivery of the programme.



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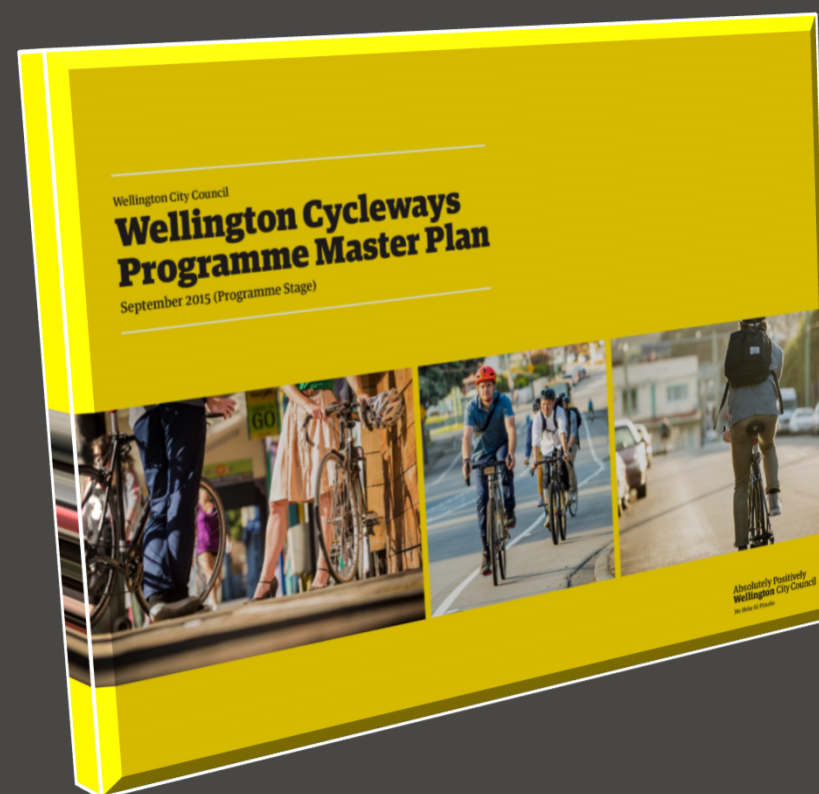
Item	Recommendations
1	WCC and the NZ Transport Agency should move to a partnership model reflecting the UCP's underlying principles of a partnership between the government and councils.
2	A <b>review of Island Bay</b> should be undertaken and necessary modifications made to the current solution following further consultation with the community.
3	WCC should recommission and re-engage communities on a <b>revised programme</b>
4	WCC and the NZ Transport Agency should <b>review funding across all streams</b> (NLTF, UCF and WCC) to ensure there is the right mix and that funding does not drive an unrealistic or high risk delivery timeframe.
5	Institute a programme steering group with NZ Transport Agency representation and an independent advisor.
6	A <b>communications and engagement</b> strategy and communications support for successful delivery be <b>revisited</b> .
7	WCC should ensure that its Cycling team has the right mix of capabilities and executive level support.
8	WCC Officials need to be given the opportunity to identify and advise on robust options for the

# Business Case Approach / Revised Engagement Strategy



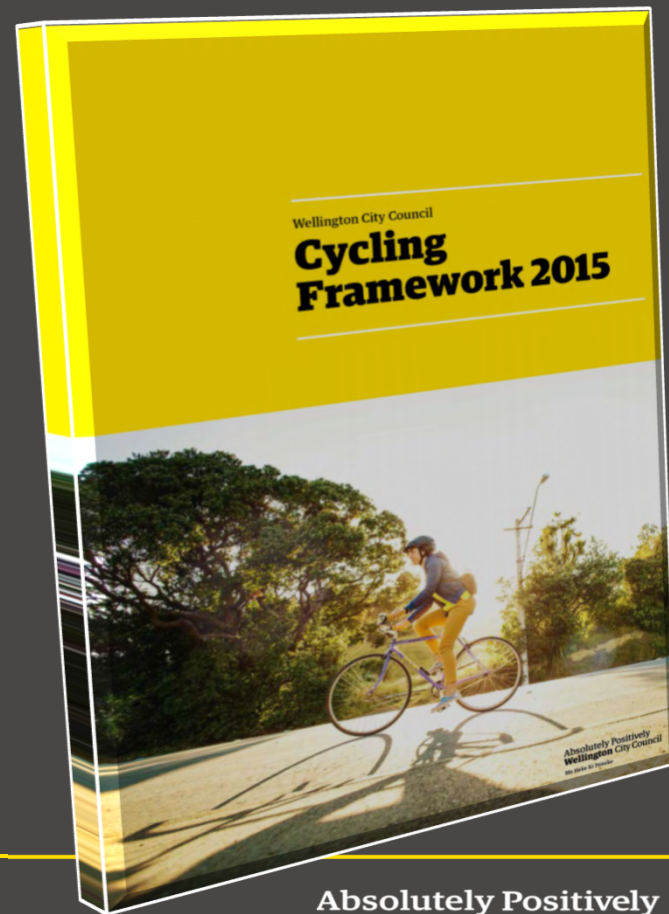
# Masterplan

The Masterplan is our public facing view of the Programme Business Case and sets out **why** and **where** we will invest



# Cycling Framework

The framework sets out **how**  
we will develop the network



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# Wellington City Cycleways Programme 2015-2019

Northern Connection

**\$9.0M**

Bays Connections

Oriental Bay  
Evans Bay  
Cobham Drive

**\$11.0M**

Central Area

**\$1.5M**

Miramar Town Centre

**\$1.5M**

Southern Connections

**\$6.0M**

Miramar Connections

**\$2.0M**

Kilbirnie Connections

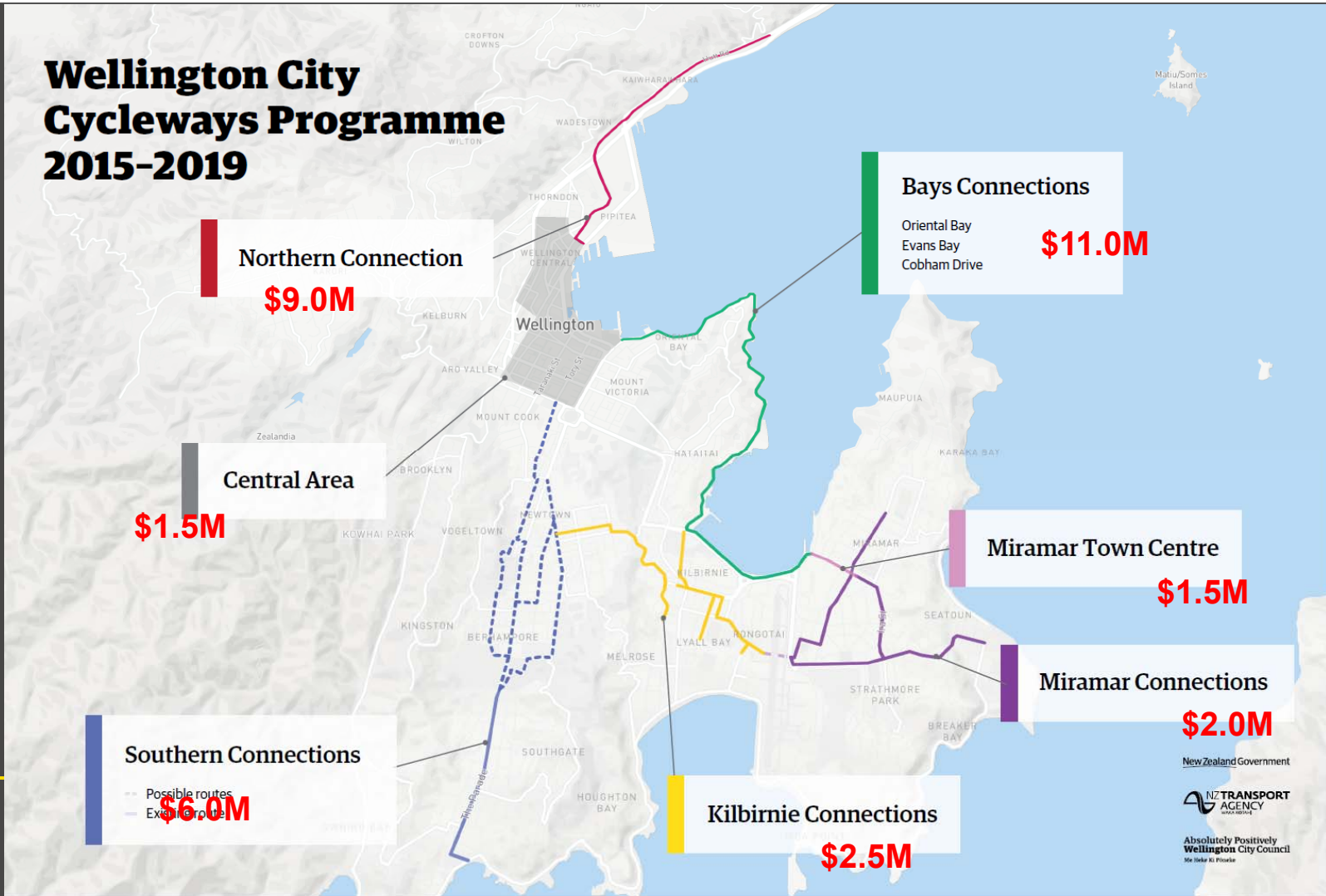
**\$2.5M**

-- Possible routes  
— Existing routes

New Zealand Government

NZ TRANSPORT  
AGENCY

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Wellington City Council  
Mā te haka ki Pōwhiri

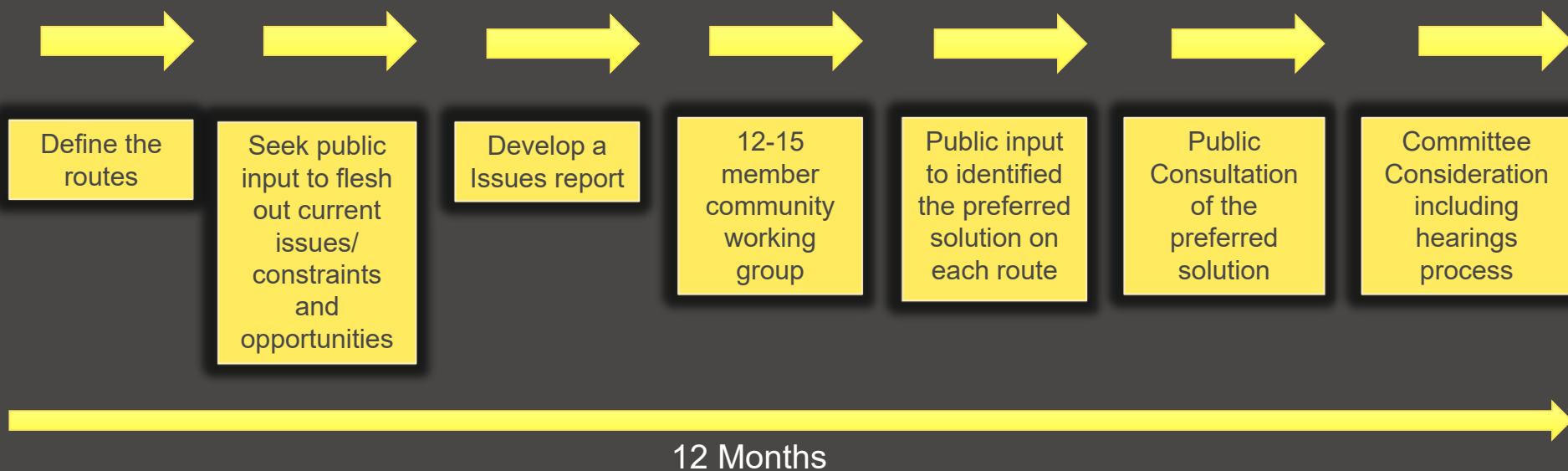


# Eastern Suburbs Cycleway Engagement





# Process Overview



March 2017

# Drop in sessions



# Issues report

April 2017

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## KILBIRNIE CONNECTIONS – Issues Paper

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 Me Heke Ki Pōneke

# Community Working Groups

April – July 2017

- **The Kilbirnie Connections Working Group met five times between April and July.**
- **2 to 3 hour evening workshops**
  - considered the Council and Government's investment objectives
  - developed their own community objectives
  - came up with a long-list of possible options
  - confirmed the long list of options with a total of 120 put forward to the next stage of evaluation
  - the long list of options was further evaluated against all criteria and objectives, resulting in a short list of 39 options
  - At the final workshop, the short list of options was reviewed with the workshop members determining 28 options that would be presented for public consultation.

# Longlist

- **Coutts Street – Typical Corridor Width 21.5m**

Coutts Street	Taken Forward	Comments
<p>Option 1 - Narrow traffic lanes, parking and cycle lane both sides</p>	Yes	
<p>Option 2 - Sharrow markings on both traffic lanes, parking both sides</p>	No	Provides a poor Level of Service for cyclists
<p>Option 3 - Protected cycle lane on both sides, parking both sides</p>	Yes	As amended option, which retains existing footpath widths

Coutts Street	Taken Forward	Comments
<p>Option 4 - Separated two-way cycle path one side, parking both sides</p>	No	Provides poor connectivity to options at either end of this road
<p>Option 5 - Shared path both sides, parking both sides</p>	No	Provides a poor Level of Service for cyclists and pedestrians
<p>Option 6 - Do nothing</p>	No	Does not provide any improvements

# Long list to short list - MCA

Crawford Road											
Criteria	Consideration	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6	Option 7	Option 8		
Objectives Fit	Effectiveness meeting WCC objectives	Achieve a high level of service for cyclists within an integrated transport network	moderate-high	high	moderate-high	low-moderate	high	moderate	low	low-moderate	<b>Objectives Effectiveness</b> <div style="background-color: #f4a460; padding: 2px; text-align: center;">low</div> <div style="background-color: #f4a460; padding: 2px; text-align: center;">low-moderate</div> <div style="background-color: #fff9e6; padding: 2px; text-align: center;">moderate</div> <div style="background-color: #c6e0b4; padding: 2px; text-align: center;">moderate-high</div> <div style="background-color: #66c2a4; padding: 2px; text-align: center;">high</div>
		Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	moderate-high	high	moderate-high	low-moderate	high	moderate	low	low-moderate	
		Cycling is a viable and attractive transport choice	moderate	high	moderate-high	moderate	high	moderate	low	low-moderate	
		The crash rate, number and severity of crashes involving people on bikes is reduced	moderate	high	moderate	moderate	high	moderate-high	low	moderate	
		Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington	moderate-high	high	moderate-high	moderate	high	moderate	low	moderate	
	Effectiveness meeting Community objectives	Improve the safety of road users, prioritising those most vulnerable.	moderate-high	high	moderate	low-moderate	high	moderate		moderate	
		Improve connections for pedestrians and cyclists	moderate-high	high	moderate	low-moderate	moderate-high	moderate		moderate	
		Improve the sustainability, liveability and attractiveness of Kilmirnie	moderate	moderate-high	moderate	moderate	moderate-high	moderate		moderate	
		Improve the level of service for pedestrians	moderate	moderate	moderate-high	low	moderate	low-moderate		moderate	
		Improve the level of service for cyclists	moderate-high	high	moderate	low-moderate	high	moderate		moderate	
Improve the level of service for buses and bus users	moderate-high	high	moderate-high	moderate-high	high	high		moderate-high			
Effects	Cycle Network Fit	Alignment of option to any existing adjacent cycle infrastructure	+	++	+	-	+	+		+	
	Transport Network Fit	Alignment to transport corridor function	+	0	0	0	+	+		0	
	Cycle Effects	LOS and safety for cyclists	+	++	0	-	++	0		+	
	Pedestrians Effects	LOS and safety for pedestrians	0	0	+	--	0	-		0	
	Bus Users Effects	LOS and safety for bus users	+	++	+	+	++	++		+	
	Motorised Traffic Effects	LOS and safety for other motorised traffic	+	++	+	+	++	++		+	
	Parking Effects	Number of parks available	-	--	--	-	-	-		--	
		Location of parks	0	--	--	0	0	0		--	
		Suitability of parking provision (balance between residential, commercial and commuter)	0	0	0	0	0	0		--	
	Property Effects	Effect of acquisition on residual land	0	0	0	0	-	-		0	
Effect on adjacent land-use		0	-	0	0	0	0		-		
Effect on access to business (incl. deliveries and ease of access)		N/A	N/A	N/A	N/A	N/A	N/A		N/A		

**Effects : 5 level rating system**

--	High Negative effect
-	Negative effect
0	Neutral / No impact
+	Positive effect
++	High Positive effect

**Crawford Road**

	Criteria	Consideration	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6	Option 7	Option 8
<b>Objectives Fit</b>	<b>Effectiveness meeting WCC objectives</b>	Achieve a high level of service for cyclists within an integrated transport network	moderate-high	high	moderate-high	low-moderate	high	moderate	low	low-moderate
		Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	moderate-high	high	moderate-high	low-moderate	high	moderate	low	low-moderate
		Cycling is a viable and attractive transport choice	moderate	high	moderate-high	moderate	high	moderate	low	low-moderate
		The crash rate, number and severity of crashes involving people on bikes is reduced	moderate	high	moderate	moderate	high	moderate-high	low	moderate
		Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington	moderate-high	high	moderate-high	moderate	high	moderate	low	moderate
	<b>Effectiveness meeting Community objectives</b>	Improve the safety of road users, prioritising those most vulnerable.	moderate-high	high	moderate	low-moderate	high	moderate		moderate
		Improve connections for pedestrians and cyclists	moderate-high	high	moderate	low-moderate	moderate-high	moderate		moderate
		Improve the sustainability, liveability and attractiveness of Kilbirnie	moderate	moderate-high	moderate	moderate	moderate-high	moderate		moderate
		Improve the level of service for pedestrians	moderate	moderate	moderate-high	low	moderate	low-moderate		moderate
		Improve the level of service for cyclists	moderate-high	high	moderate	low-moderate	high	moderate		moderate
		Improve the level of service for buses and bus users	moderate-high	high	moderate-high	moderate-high	high	high		moderate-high

# Shortlisted options

## Coutts Street

### OPTION 1

Narrow traffic lanes, parking and cycle lane both sides

- Note:
- Footpath widths kept as existing
  - Provision for bus stops, driveways and exit off road parking will need to be made
  - Parking retained
  - Giveway intersection to Te Whiti St and roundabout to Tirangi Rd



### OPTION 3A

Protected cycle lane on both sides, parking both sides

- Note:
- Option 3 amended to keep existing footpath width on north side
  - Provision for bus stops, driveways and exit off road parking will need to be made
  - Parking retained
  - Giveway intersection to Te Whiti St and roundabout to Tirangi Rd

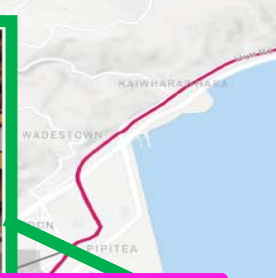


Short List Designation

OPTION A

OPTION B





# Kilbirnie Connections

new zealand government

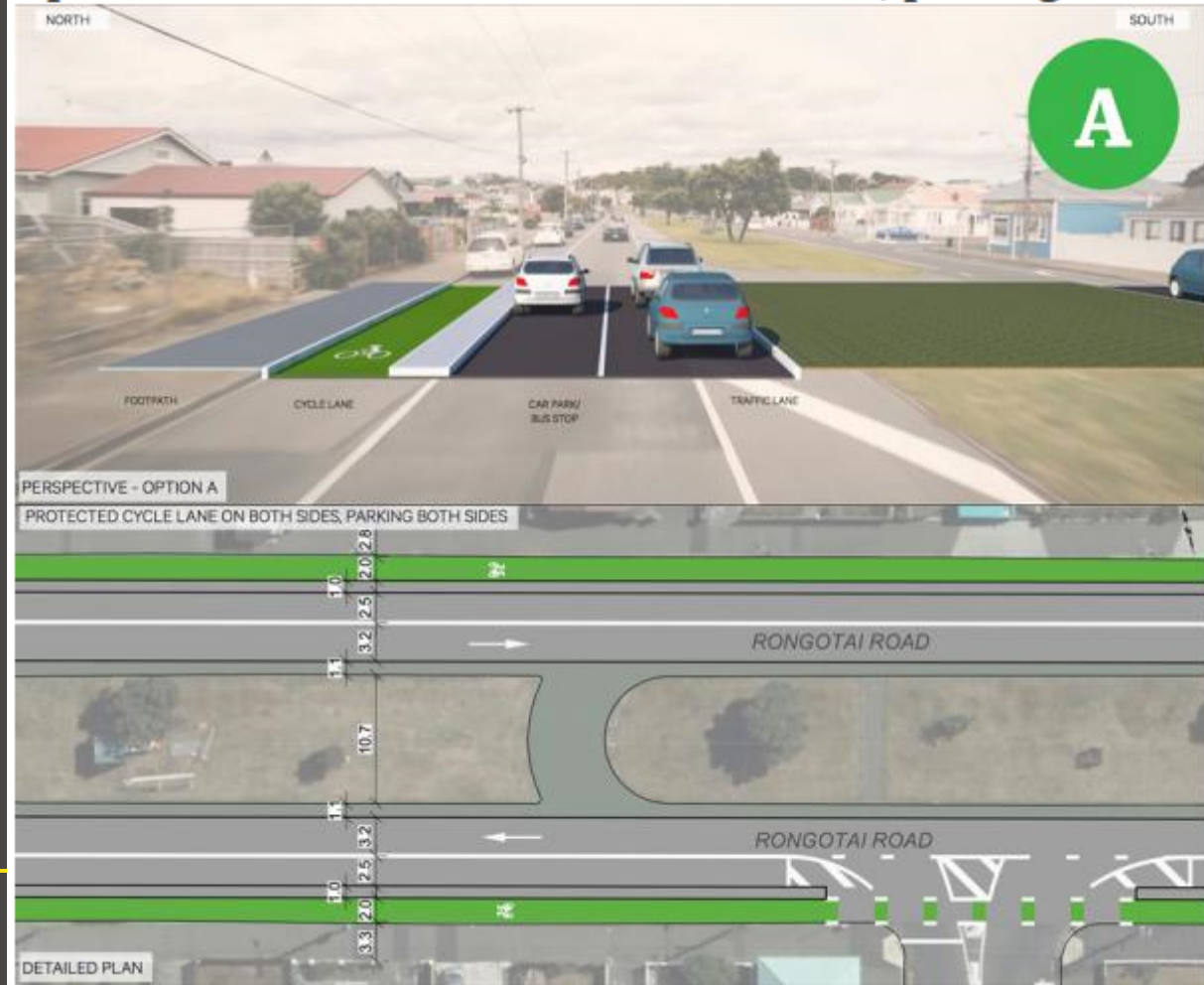


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Wellington City Council  
We Take It Further

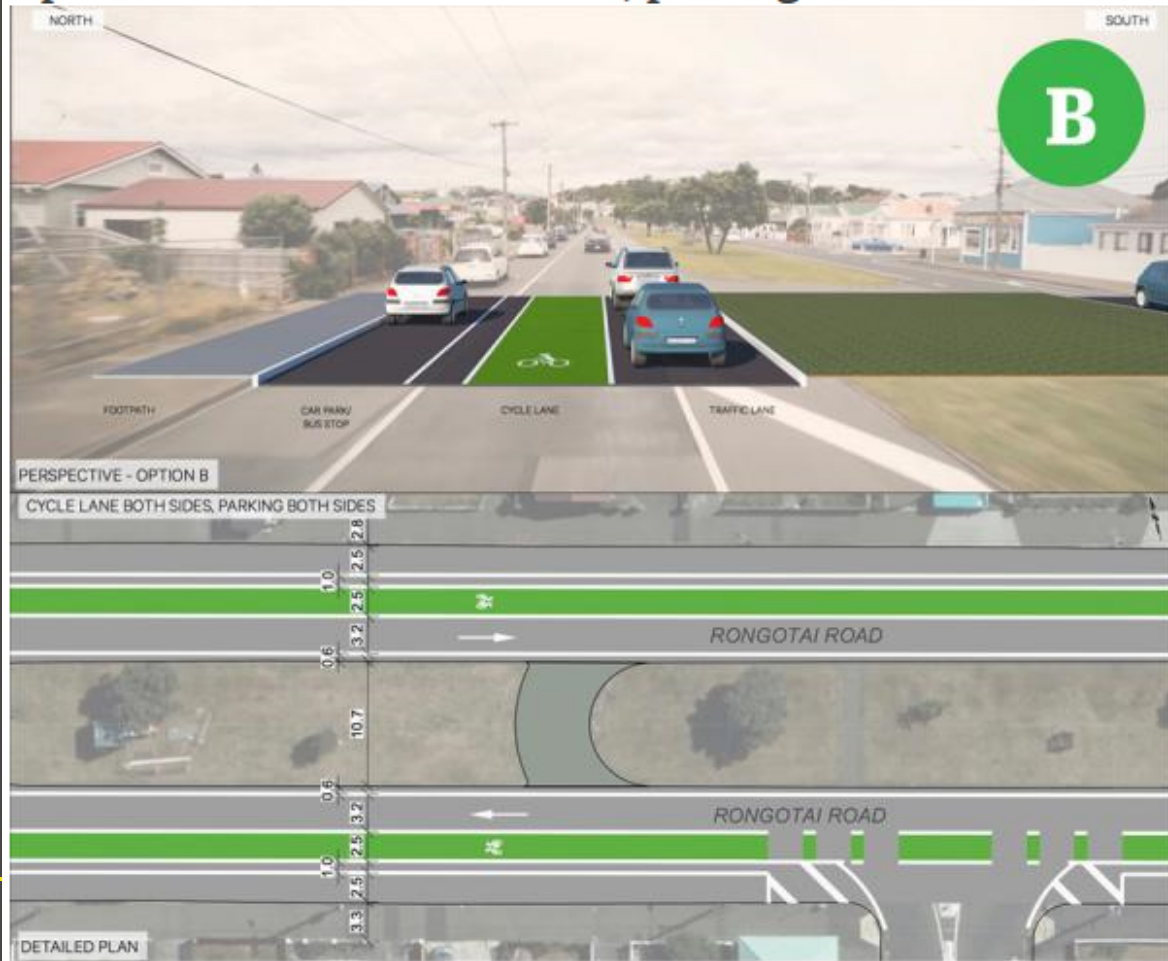
## Section 2: Outside town centre



# Option A - Kerbside bike lane on both side, parking both sides



## Option B - Bike lane both sides, parking both sides



# Community Engagement

Questions:

How do you think the existing situation / proposal works when considering people using the area in **Cars**

**Walking**

**Biking**

**Using a bus**

**Living in the street**

**Working in the street**

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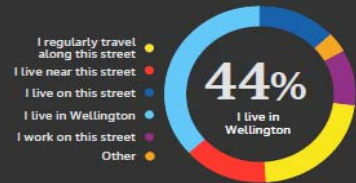
# Your feedback

September 2017

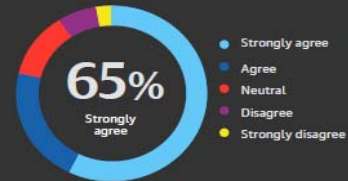
82

Number of times we've received feedback on this street

## What is your primary relationship to this street?



## It's important to make improvements to this street for people who ride bicycles.



## How do the options compare when thinking about different users?

- People in cars
- People on bikes
- People who live on this street
- People walking
- People using the bus
- People who work on this street

### Existing layout



### Option A



### Option B



The larger the coloured box, the higher the street rates for that user group

# Preferred Option

Officers, Design consultants and NZTA representatives analysed feedback and identified preferred solutions.

Cycleways Steering Group Signed off.

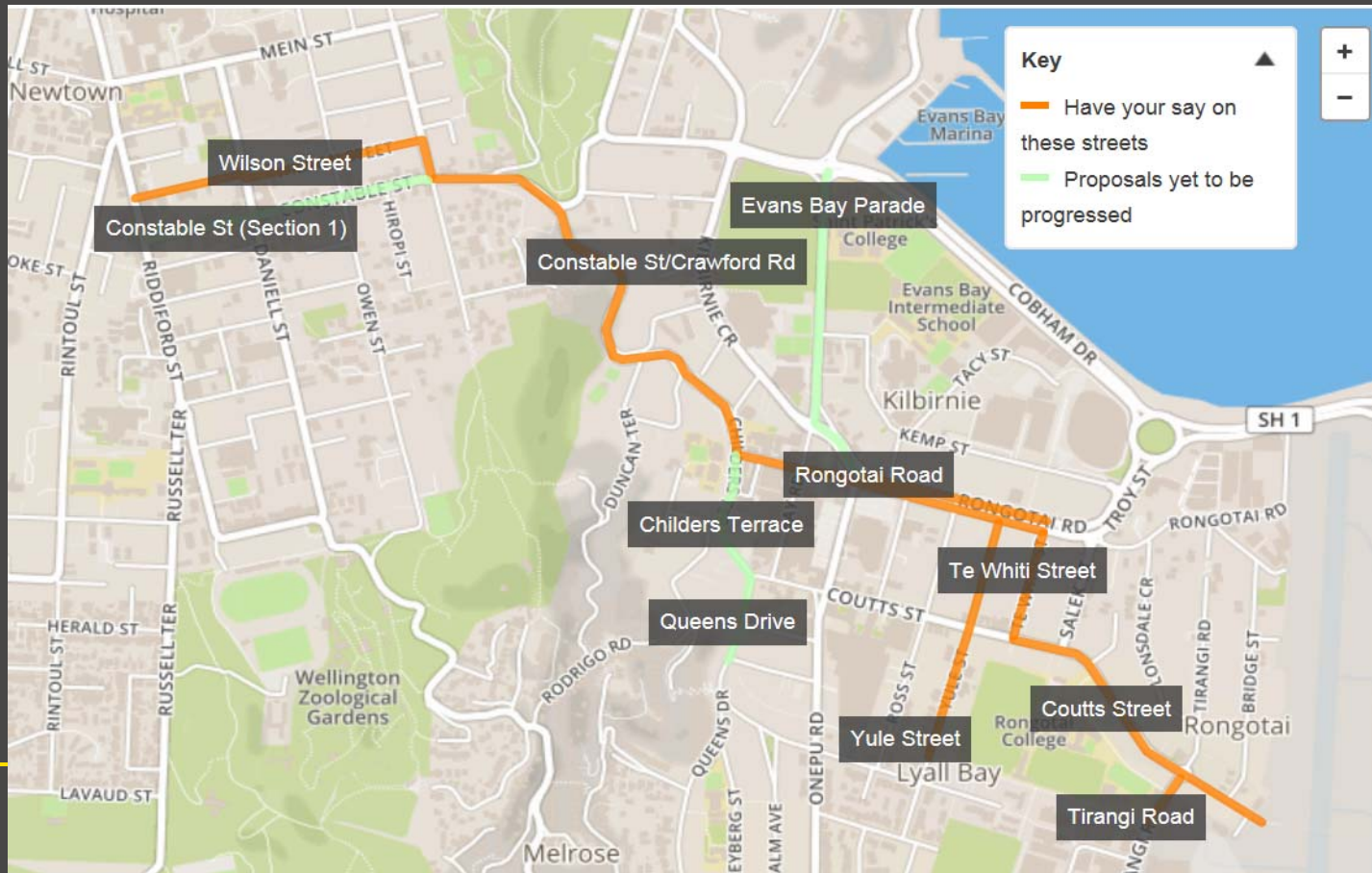
Councillors advised of preferred options

## Eastern Suburbs - Preferred Options - October 2017

Project	Preferred Option	Description	Construction Start				
			17/18	18/19	19/20	20/21	21+
<b>Miramar Town Centre</b>							
Phase One	<b>A</b>	Two-way bike path on the Maupuia side of Miramar Avenue and traffic lights at Tauhinu Road	✓				
Phase Two	<b>A</b>	Separate one-way bike paths on each side of Miramar Avenue, between parking and traffic lane, car-door buffer zone					✓
<b>Bays Connections</b>							
Evans Bay Phase One	<b>A</b>	Two-way seaward-side bike path. The path is separated from the traffic lane and the footpath.		✓			
Evans Bay Phase Two	<b>A</b>	Two-way seaward-side bike path. The path is separated from the traffic lane and the footpath.					✓
Oriental Parade		Option to be confirmed by end of November		✓			
Cobham Drive		Two-way seaward-side bike path. The path is separated from the traffic lane and the footpath.	✓				
<b>Kilbirnie Connections</b>							
Constable Street (Riddiford to Coromandel)	<b>A</b>	Kerbside bike lane uphill, downhill sharrow, parking removed one side only					✓
Constable Street (Coromandel to Alexandra)	<b>B</b>	Kerbside bike lane uphill, downhill sharrow, parking one side.		✓			
Wilson Street (One way)	<b>A</b>	Sharrow markings in traffic lane and contraflow bike lane on one side only		✓			
Wilson Street (Two Way)	<b>C</b>	Sharrow markings on both sides of the road		✓			
Crawford Road	<b>A</b>	Sharrow markings on downhill traffic lane, kerbside uphill bike lane, parking one side only		✓			
Childers Terrace	<b>Unclear</b>						✓

# Kilbirnie Consultation

November – December 2017





# Coutts Street

between Te Whiti Street and shared path under the airport runway

## Projects

- Kilbirnie Connections
  - Wilson Street and Coromandel Street
  - Constable Street and Crawford Road
  - Rongotai Road
  - Yule Street
  - Te Whiti Street
  - Coutts Street**
  - Tirangi Road
  - Project timeline
  - Route videos
  - Background documents
- Evans Bay
- Oriental Bay
- Hutt Road
- Thorndon Quay
- Central city
- Miramar Town Centre
- Miramar Connections

## Proposed solution: Kerbside bike path on both sides of the road





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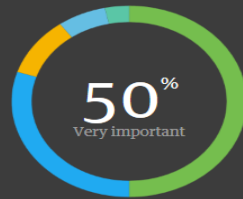
**Absolutely Positively**  
**Wellington City Council**  
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# Your feedback: Coutts Street

30

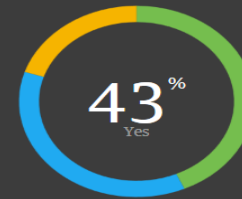
Number of times we've received feedback on this section

**How important is it to make changes to this street to connect it with a safer city-wide cycling network?**



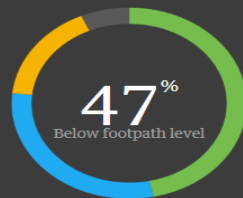
- Very important (50%)
- Not important (30%)
- Important (10%)
- Moderately important (7%)
- Low importance (3%)

**Overall, do you support the proposal for separated bike lanes and the associated changes on Coutts Street?**



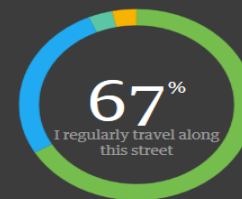
- Yes (43%)
- No (37%)
- Yes, but with changes (20%)

**Do you support the proposed bike path at footpath level or about 50mm below footpath level?**



- Below footpath level (47%)
- No preference (30%)
- At footpath level (17%)
- Did not answer (7%)

**What is your primary relationship to this street?**



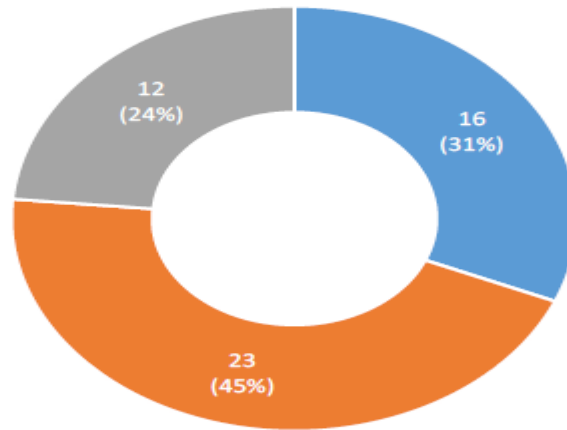
- I regularly travel along this street (67%)
- I live near this street (27%)
- I live in Wellington (3%)
- I live on this street (3%)

# Coutts Street



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**Wellington City Council**  
Me Heke Ki Pōneke

# Overall, do you support the proposal for separated bike lanes and the associated changes on Coutts Street?



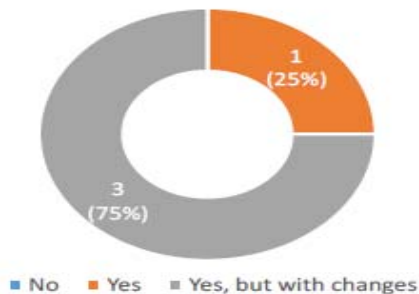
69% of respondents support the proposal or support it with changes.

■ No ■ Yes ■ Yes, but with changes

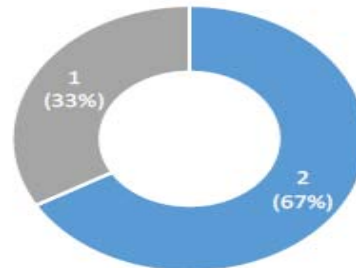


# Overall support by relationship to street

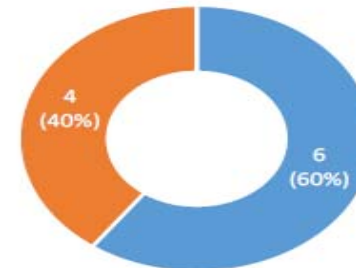
I live in Wellington



I live on this street



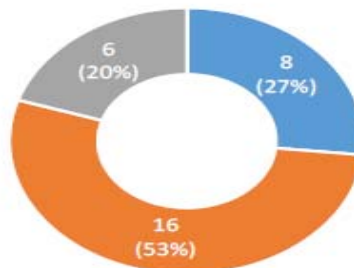
I live near this street



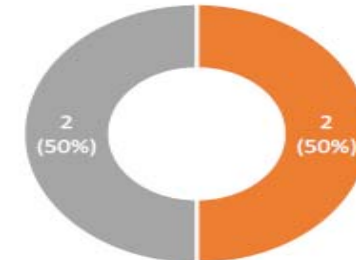
My work/business is on this street

No respondents

I regularly travel along this street

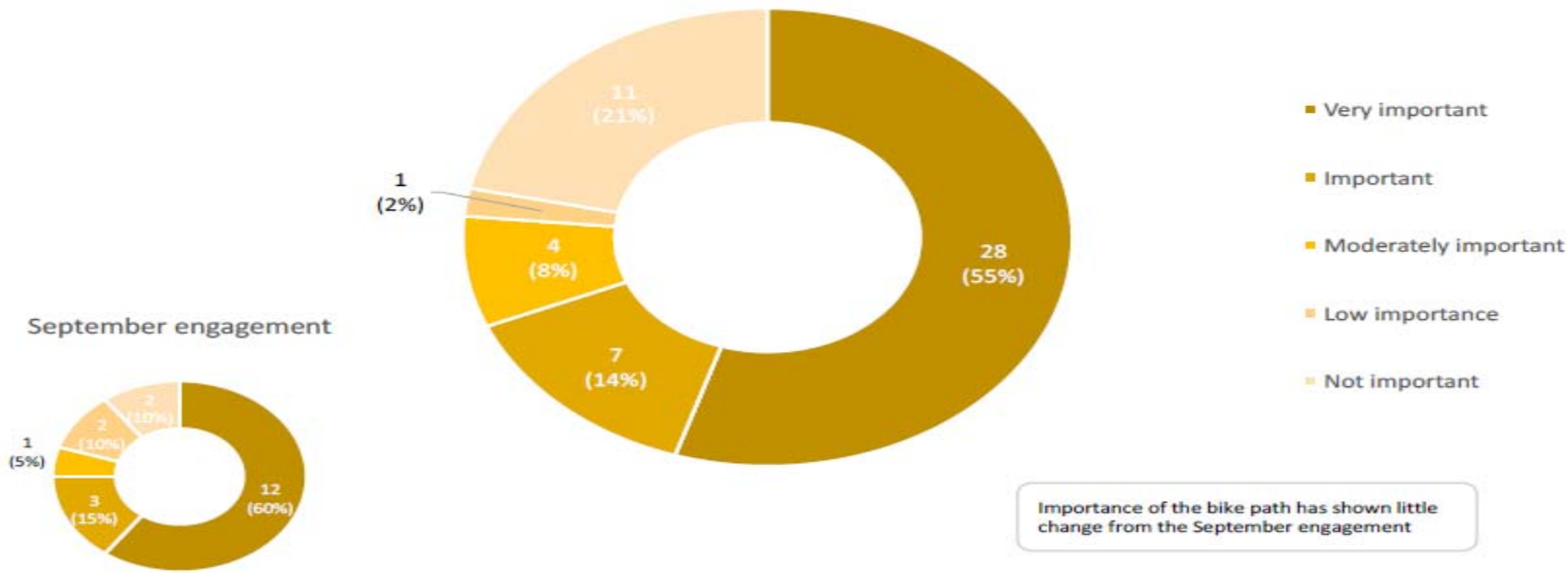


Other



Those that live on the street showed the least support, whereas those who regularly travel along the street showed the most support.

# How important is it to connect this proposed bike path with the safer city-wide cycling network?



# Newtown Connections



# Newtown Connections

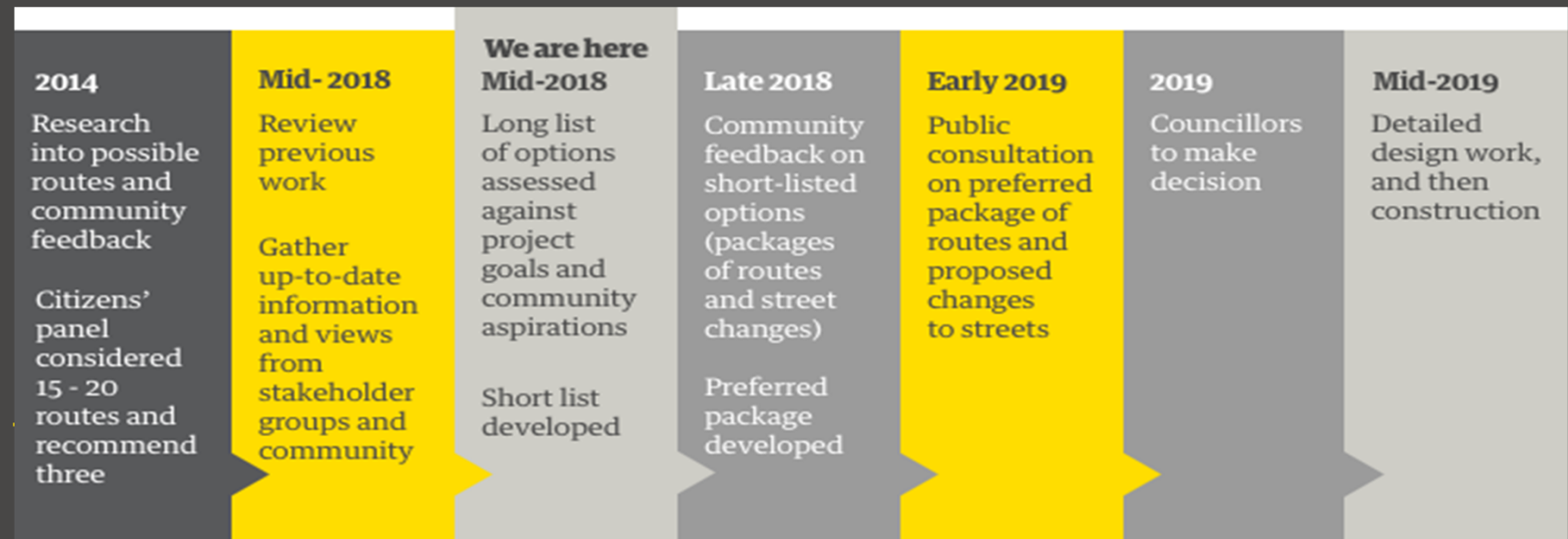
- Large area
- Lots of identified key stakeholders
- Community working group considered to be unwieldy
- Online engagement supported with face to face touch points considered best option

# 3 Stage Engagement / Consultation

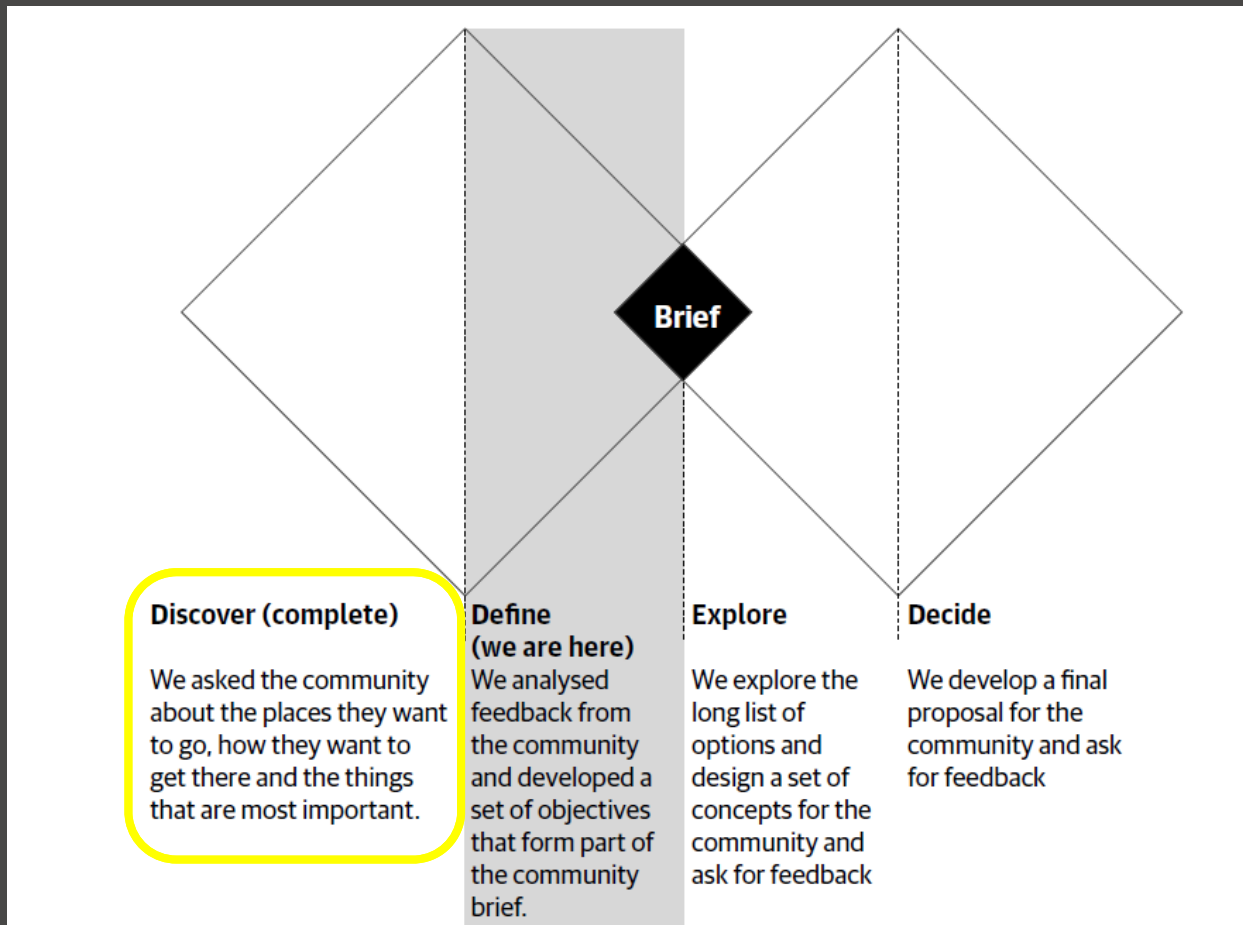
Stage one – Community input

Stage two – feedback on shortlist

Stage three – Formal consultation on preferred option

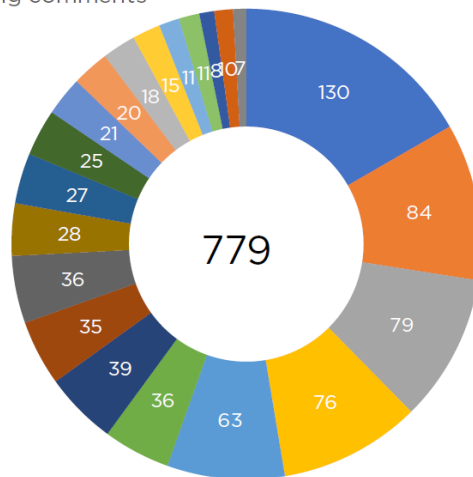


# First Stage Engagement



## The experience for people walking

Walking comments

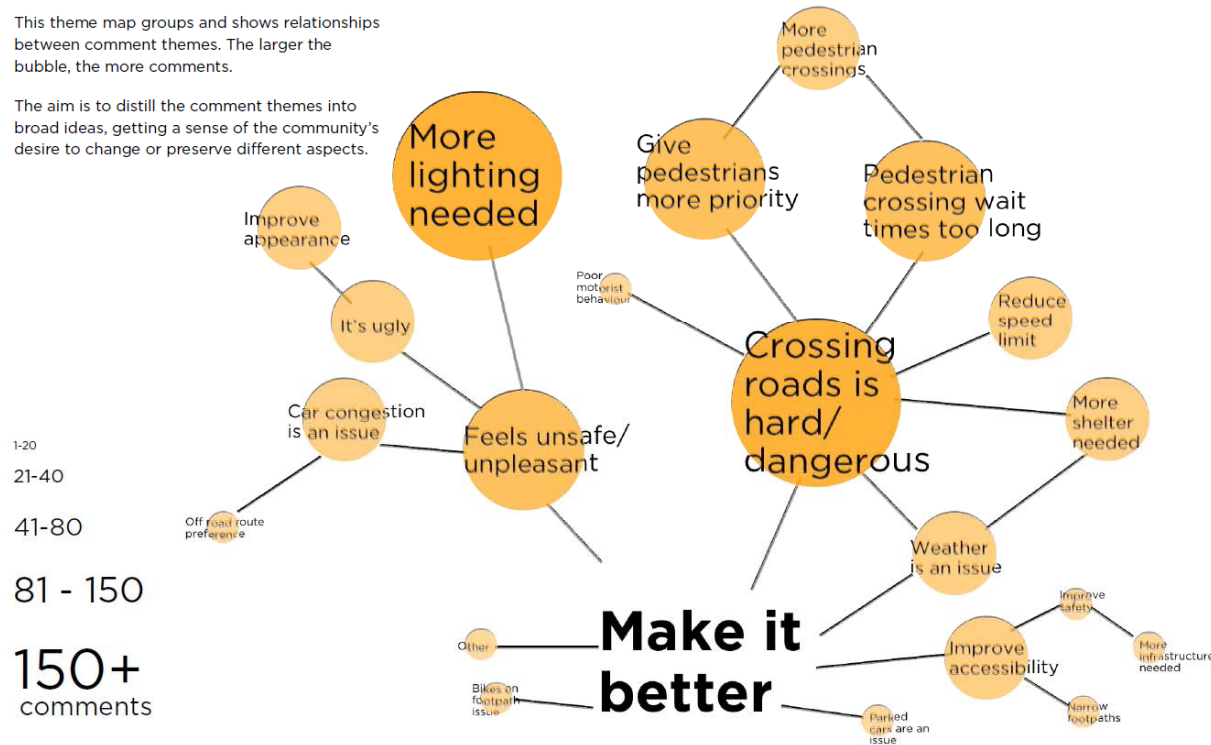


- More lighting needed
- Crossing roads is hard/dangerous
- Feels unsafe/unpleasant
- Give pedestrians more priority
- Pedestrian crossing wait times too long
- More pedestrian crossings
- It's ugly
- Reduce speed limit
- Congestion is an issue
- Weather is an issue
- More shelter needed
- Improve appearance
- Improve accessibility
- Improve safety
- More infrastructure needed
- Parked cars are an issue
- Bikes on footpath issue
- Other
- Off-road route preference
- Poor motorist behaviour
- Narrow footpaths

## The experience for people walking - comment theme map

This theme map groups and shows relationships between comment themes. The larger the bubble, the more comments.

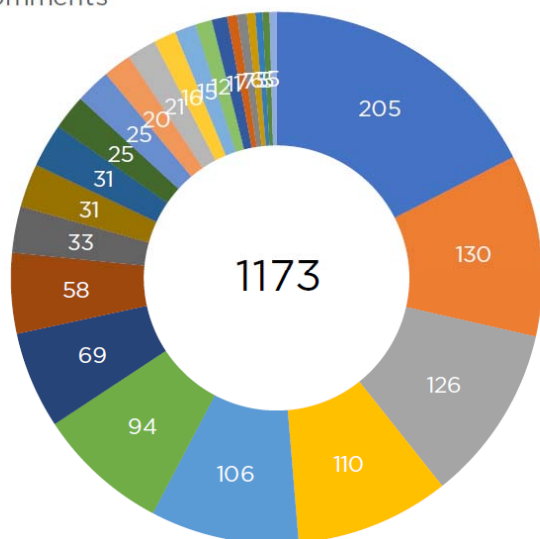
The aim is to distill the comment themes into broad ideas, getting a sense of the community's desire to change or preserve different aspects.





## The experience for people on bikes

Bike comments



- Too dangerous
- Narrow road hazard
- Traffic is a hazard
- Install protected cycle lane
- More general cycling infrastructure
- Dedicate space to cyclists
- More bike parking
- Parked cars are a hazard
- Remove parking on arterial routes
- Reduce speed limit
- Non-arterial cycle route preference
- Poor motorist behaviour
- Piecemeal approach is an issue
- Give cyclists priority at lights
- Flat cycle route preference
- Motorist education
- Other
- Cars have priority over bikes
- Shared footpath preference
- Don't build cycleways
- The roads are adequate
- Retain parking
- Traffic lights don't sense bikes
- Better lighting
- E-bikes

## The experience for people on bikes - comment theme map

This theme map groups and shows relationships between comment themes. The larger the bubble, the more comments.

The aim is to distill the comment themes into broad ideas, getting a sense of the community's desire to change or preserve different aspects.



# Community Objectives

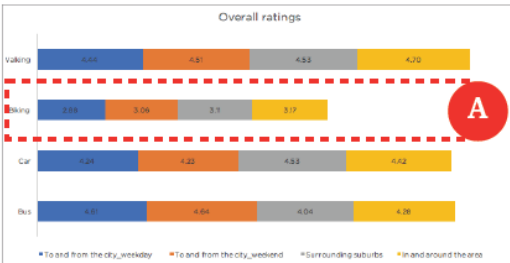


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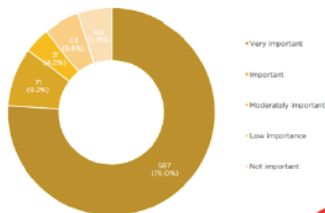
**Absolutely Positively**  
**Wellington City Council**  
Me Heke Ki Pōneke

## Themes for people on bikes

How the experience rated for the different ways people move through and around the Newtown Connections area.



How important is it to make it easier and safer for more people to ride bicycles in and around the Newtown Connections area?

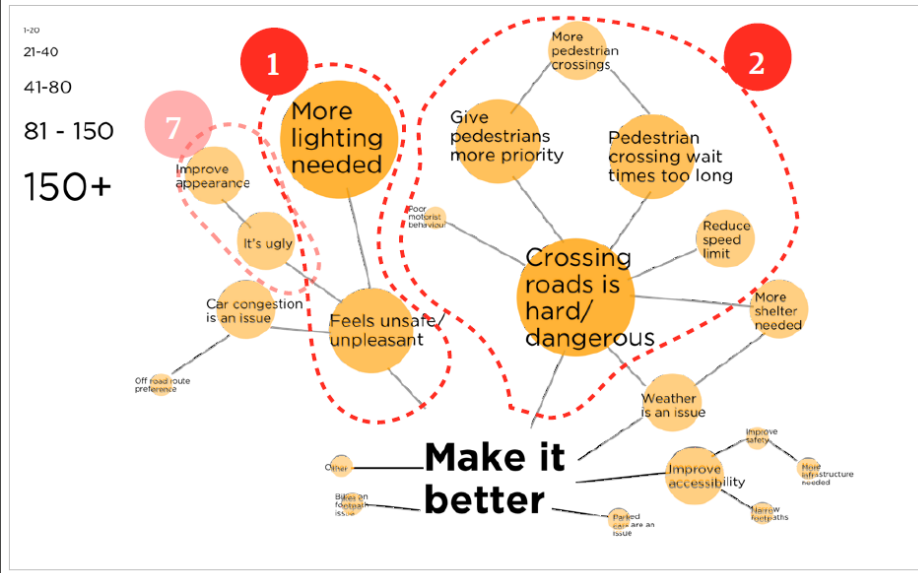


## Objectives

<b>A</b>	Objective A	Provide connected facilities for people biking through and around Newtown, Mt Cook and Berhampore
	Measures (A)	A1. Population served by the cycle network A2. Proportion of cyclists served by the proposed cycle facility A3. Number of suburbs and key destinations served by the cycle network
<b>B</b>	Objective B	Provide safe cycle facilities
	Measures (B)	B1. Number and severity of crashes involving cyclists <sup>1</sup>



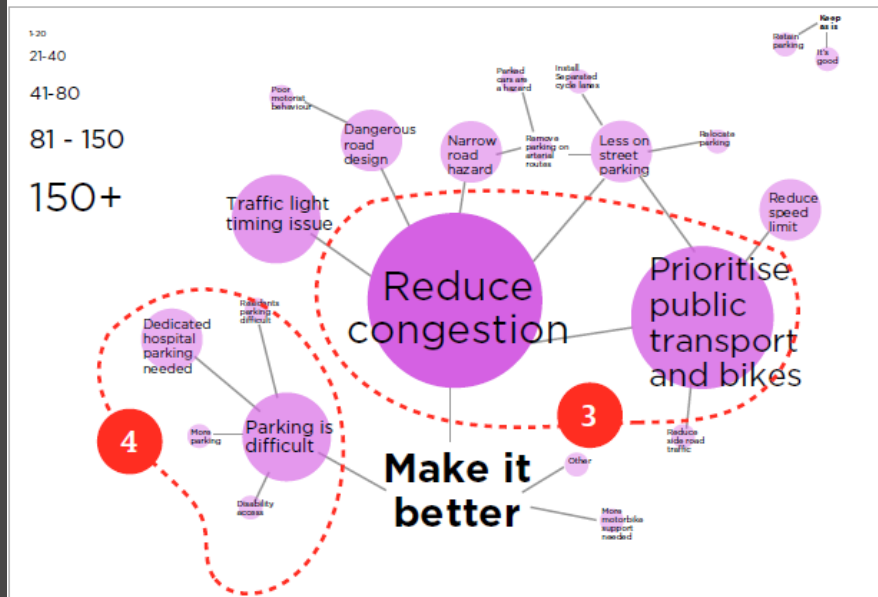
## Themes for people walking



## Objectives

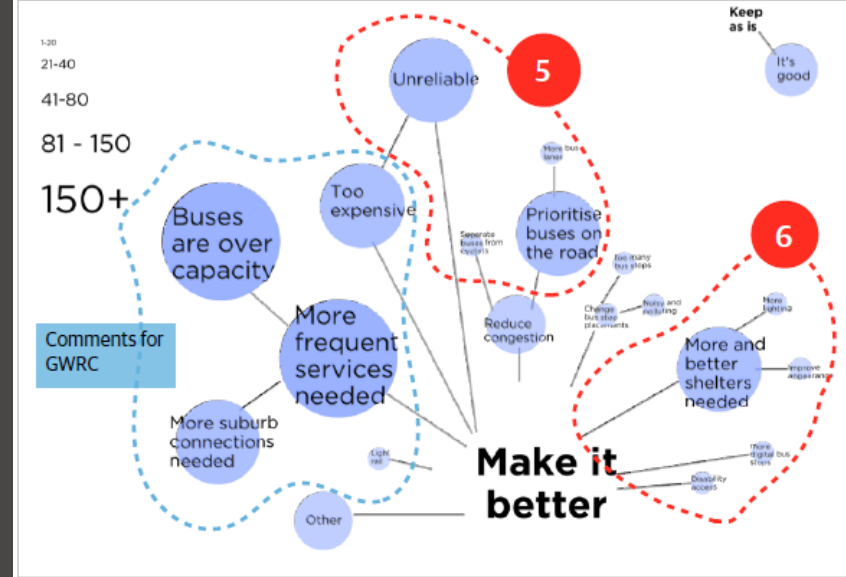
<b>1</b>	Objective 1	Improve the safety of facilities for people walking through and around the area
	Measures (1)	1.1 Number and severity of crashes involving pedestrians <sup>2</sup>
<b>2</b>	Objective 2	Make it easier and safer for people to cross roads in the area
	Measures (2)	2.1 Number of formal (ie any intended crossing facility eg median refuge, kerb extensions, raised platforms, zebra crossings, traffic signals) crossings 2.2 Prioritisation of pedestrians at intersections

## Themes for people in cars



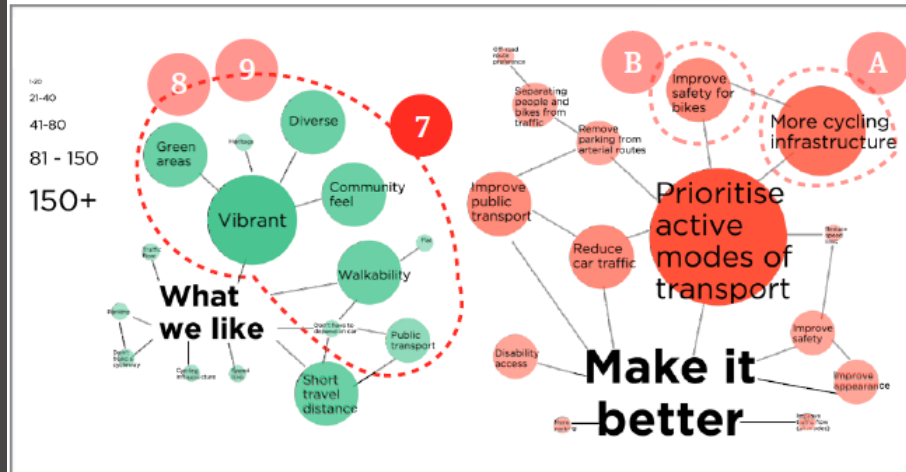
Objectives		
3	Objective 3	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus
	Measures (3)	3.1 High-level estimate of the change in the number of people walking, and cycling, and using public transport (a measure of predicted mode shift)
4	Objective 4	Minimise the impact on parking, especially for residents and businesses t easier and safer for people to cross roads in the area
	Measures (4)	4.1 The changes in the existing parking supply are consistent with the thresholds in the the <a href="#">Council's Cycling Framework</a>

## Themes for people using the bus



Objectives		
5	Objective 5	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus
	Measures (5)	5.1 Bus lanes are provided on the route corridors in partnership with Greater Wellington Regional Council (GWRC). 5.2 Signal priority facilities are provided on the route corridors (in partnership with GWRC) 5.3 Bus stop locations along the cycle network are rationalised (in partnership with GWRC)
6	Objective 6	Create opportunities to improve safe access, seating and shelter at bus stops
	Measures (6)	6.1 Amount of space available at bus stop locations to achieve the objective

## General themes - what we like about the area



### Objectives

<b>7</b>	Objective 7	Preserve, or create opportunities to enhance, the special character of the Newtown, Berhampore, and Mt Cook area
	Measures (7)	7.1 The special characters of the areas are preserved or improved in alignment with the <a href="#">District Plan Design Guides</a> (Centres Design Guide, Centres Design Guide Appendix 1: Newtown, and Mount Cook Precinct Design Guide)

## General themes - locations

### Five key locations

1. Basin Reserve
2. Adelaide Road/John Street/Riddiford Street intersection
3. The Wellington Regional Hospital
4. Newtown Centre (includes intersections of Mein, Rintoul and Constable)
5. Berhampore Centre



8



## Objectives

### Objective 8

Create opportunities to improve the key **locations** identified in data analysis from the Newtown Connections community engagement:

- The Basin Reserve roundabout
- The Adelaide Road/Riddiford Street/John Street intersection
- Around the Wellington Regional Hospital
- Newtown town centre including the intersections of Mein Street, Rintoul Street and Constable Street
- Berhampore town centre

### Measures (8)

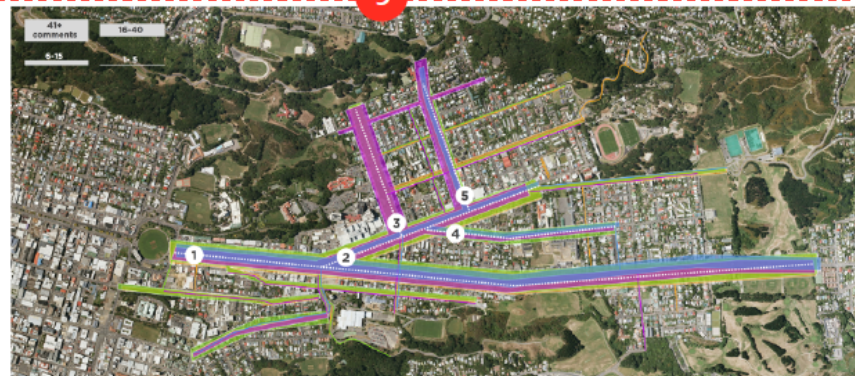
8.1 Number of identified key locations that the network passes through



## General themes - streets

### Five key streets

1. Adelaide Rd (north of John = urban design, south of John = narrow & parking)
2. Riddiford St (north of Mein = urban design, south of Mein = narrow & parking)
3. Mein St (Hospital/Market/Schools all come together)
4. Rintoul St (Narrow & parking)
5. Constable St (Narrow & parking)



## Objectives

9

### Objective 9

Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement:

- Adelaide Road
- Riddiford Street
- Mein Street
- Rintoul Street
- Constable Street

### Measures (9)

9.1 Number of identified key streets that are part of the network

# Stage Two - Engagement

13 November – 11 December 2018